

MAX600 TRAILER NEW FROM FAYMONVILLE

Europe-based trailer manufacturer Faymonville has added a new trailer to its Max Trailer range: the Max600 turntable trailer.

According to the manufacturer, the trailer offers a choice of 3 or 4 axles and its flat loading platform makes it particularly suitable for transporting construction equipment. Single or double ramps are available. The trailer comes with air suspension as standard and there are numerous lashing points, Faymonville explained. The trailer's modular structure means it shares common parts with other Max Trailer models, Faymonville added.



Max 600 turntable trailer
from Faymonville's
Max Trailer

Sarens in 12,200 tonne mega module move

While module moves these days are increasingly heavy, a 12,000 tonne project is still a spectacular achievement. The latest by Sarens was the load-out, weighing, and jacking of a 12,200 tonne oil platform module in Stord, Norway.

A total of 432 axle lines of Kamag K24 self propelled modular transporter (SPMT) was used, driven by 22 power pack units, for the load out. The module is 110 x 61 x 26 metres and was moved about 200 metres from the fabrication hall to the barge.

To find its exact weight the module was weighed using thirty-two load cells, each with a capacity of 500 tonnes. The module was then jacked up about 13 metres above the barge deck to install the grillage. Four towers of the CS 5000 jacking system were used. It was a complex job and took 20 days to complete the rigging.



Sarens used 432 lines of Kamag K24 SPMT

Commenting on the project Tor Arne Naess, project manager, said, "Despite heavy rain and high winds, the operation was perfectly executed according to the project plan."

Mercedes-Benz and Fassi combo for Jarvis

Construction contractor Jarvis Group in the UK has added an 8x4 Mercedes-Benz truck with a Fassi loader crane to its fleet.

The Arocs 3235 has a ClassicSpace M-Cab and the crane is a 36 tonne-metre rated F365A e-dynamic. The beavertail body is by Sterling Bodies, of Stokesley, North Yorkshire.

Jarvis Contracting had its previous Mercedes-Benz crane truck for 14 years. Dealer S & B Commercial supplied the long-established, Hertfordshire-based construction group.

Aimed at construction industry applications the Arocs is designed to offer strength, good payload capacity and high performance. Power

is from a 7.7 litre, 260 kW (354 hp), straight-six driving via a 12-speed Mercedes PowerShift 3 automated gearbox.

Air suspension is fitted as the truck will mainly live on the road rather than on site. Extras include Alcoa alloy wheels, a sun visor and roof-mounted beacons. Also fitted is a full range of cameras and a side-scan system to meet the Fleet Operator Recognition Scheme (FORS) Gold standard.

Commenting on his purchase, David Meadows, Jarvis Group plant and transport manager, said, "S & B were able to provide us with a 32 tonne chassis that ticked all our boxes."

BROSHUIS LAUNCHES LOW LOADER

New from Dutch trailer manufacturer Broshuis is the 2-axle PL2 low loader which is designed to provide users with a load capacity of around 36 tonnes.

The PL2 low loader uses a new pendular axle system. Each axle line has a 12 tonne load capacity and a 600 mm stroke. According to the manufacturer, this means the low loader can be jacked up so that it can be used off-road. The minimum ride height is 810 mm.

Broshuis said the new low loader has an extremely low, short axle bogie. This means that the difference in height between the low bed and the axle bogie is much smaller, which makes overhanging cargo above the axle bogie possible, said the manufacturer, thus enabling a shorter vehicle length.



Broshuis PL2 low loader with two pendular axles

Capital delivery for Collett

Structural steel specialist Allerton Steel called on transport specialist Collett when it needed a series of 20 metre-long, 63 tonne cargoes delivered to the heart of central London, UK.

Extensive planning, liaising and negotiating was required to facilitate the project, Collett said. The 13 loads comprised fabricated steel props and trusses, all destined for the Leicester Square Hotel construction site in the heart of the city.

There were seven 11 tonne steel props measuring 19 x 0.5 x 0.5 metres (LWH), and six 63 tonne trusses measuring 20.5 x 0.5m x 3 m (LWH). Collett's consulting team

conducted initial route studies and swept path analysis reports. Several routes within the M25 (ring road) London area were analysed to identify the most suitable path for the loaded vehicles. Accessing Leicester Square was via an extremely narrow access via Orange Street off Haymarket, Collett said.

The deliveries took place over consecutive days earlier in the year.



Collett & Sons Ltd in central London, UK, exiting Admiralty Arch from The Mall